

INTELFORM 5

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SUBJECT Fishing-Cutter Yard No. 789 in Petrozavodsk

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SUPPLEMENT TO REPORT NO.

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1. The shipyard of Petrozavodsk (61°49'N/34°26'E), Karelo-Finnish S.S.R., is called Plant No 789. It is located about 1 km south of the city on the western shore of Onega Lake and is government owned. The personnel working on production totaled about 1,200 in April 1949; fifty percent were women. There were also 300 PWs. Work was done in one fully-manned day shift and two additional smaller shifts. A total of 600 PWs and 100 Komsomols was working in one shift every day to reconstruct and expand the plant. Beginning July 1949, the PWs were removed from the yard and replaced by civilian workers. (1)
2. The plant is a special shipyard for prefabricated fishing vessels which had a length of 25 meters, a beam of 4 meters, and a molded depth of 1 meter. They were powered by a 120-HP Diesel engine, had a propeller, 1.6 meters in diameter, a mast with an auxiliary sailing rig, and four sheet steel fuel tanks 1,000 x 1,000 x 1,300 mm and two others 600 x 600 x 1,300 mm. A somewhat longer type with thicker planks was built beginning February 1949. (2) The crew of each ship consisted of three officers and fifteen sailors.
3. The cutters were built in assembly line fashion beginning with the iron-ship building shop where their frames were installed and then passing to the carpenter's shop, the joinery, the engine-building shop, and the rigging shop, to be supplied with component parts manufactured in these shops. To speed up the process, the assembly of the hulls, including planing and pertinent work, was done while the vessels were mounted on low wide-gauge carriages from which, after completion, they were launched by means of a slip. Production started in the spring of 1947. Forty-eight vessels were completely finished by November of 1949, four others were lying on the water and an unidentified number of vessels was under construction. (3)
4. The boats were picked up by crews who came from Murmansk at irregular intervals. In several cases naval crews came from Leningrad to take over finished boats. (4)

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5. All buildings at the shipyard were designed for the construction of new prefabricated fishing vessels. A new workshop, started in 1948, was not finished and equipped until November 1949. The shipyard which previously was supplied with power from outside was provided with a power station in 1948. (5)

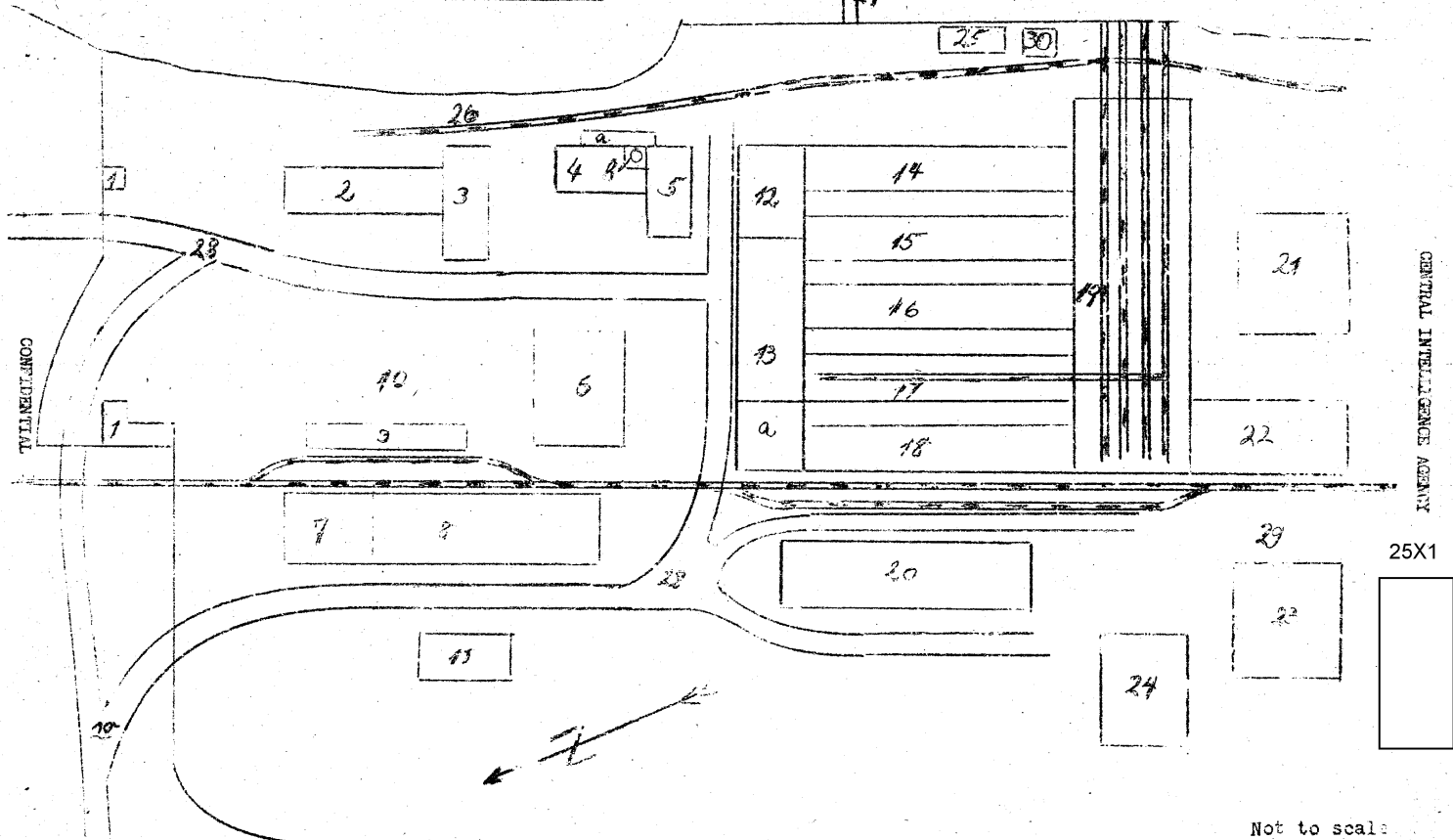
25X1 [] Comments.

- (1) The location of the yard was confirmed by 11 other PWs. The distance between the city and the shipyard was estimated to be about 1 to 1.5 km [] 25X1
[] For the layout of the shipyard, see Annex. The plant's number, 739, was confirmed by another PW. The reported labor force is probably overestimated 30 to 40 percent. Additional information partially indicated both larger figures and smaller figures. The latter seem to be more in harmony with the size and character of the plant. The manager of the yard was said by two PWs to be one Gruenberg, (fma), who speaks German.
- (2) The data concerning general dimensions, and other characteristics of the boats were largely confirmed by other PWs and are believed to be correct. The following data were given: length of about 22 meters, beam of about 6 meters, molded depth not exceeding 2.5 meters, engine power ranging from 100 to 120 HP and propellers of 60 or 70 cm in diameter. The boats have two masts for auxiliary or steady sails. No arrangements for installation of armament were reported. The purpose of a circular wooden dish with iron fitting, frequently reported to be installed on the afterdeck, is not understood. Available reports fail to indicate any military use. However, it should be noted that no net winches or similar installations were mentioned in the reports. The ship's crew seems exceptionally large. A crew of 10 persons, as indicated by most PWs, would exceed the normal strength of a civilian fishing crew.
- (3) The assembly system was confirmed by another 13 PWs. One report stated the quota for 1949 to be four boats per month which was fulfilled. [] 25X1
[] the boats were made from pine wood. The underwater section has galvanized iron slabs 1.5 mm thick.
- (4) The information indicates that most of the finished boats went to Murmansk and Leningrad; others went to the Black Sea and the Caspian Sea.
- (5) Installations and arrangements in the yard were largely confirmed by another 11 PWs. The electric power station is believed to be a stand-by plant. Upon completion of the expansion work and with the training of the workers accomplished an increase in the output is to be expected, given regular supply of raw material and accessories including Diesel engines.

Annex: Cutler-Building Yard in Petrozavodsk

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Cutter-Building Yard Approved For Release 2003/05/05 : CIA-RDP82-00457R011100130002-6



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Not to scale

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Legend:

- 1 Guardhouse.
- 2 New shop building, not yet used.
- 3 Main administration building.
- 4 Boiler house
 - a coal bunker
 - b smokestack
- 5 Joinery with wood-drying plant in basement.
- 6 Forge with mold left on top.
- 7 Cement shed.
- 8 Raw-material dump.
- 9 Ramp.
- 10 Open dump.
- 11 Oil tanks.
- 12 Canteen.
- 13 Plant dwellings and offices.
 - a Section chief and technical offices.
- 14 Sailmaker's shop, rigging and mast-building shop.
- 15 New building, not yet used.
- 16 New building, not yet used.
- 17 Carpenter's shop, hull assembly, planking shop, etc. with 3 assembly lines.
- 18 Shipbuilding shop and frame-assembly shop.
- 19 Assembly line for outfitting and completion work, which ends in the water.
- 20 Ship parts depot.
- 21 Store room with German engines.
- 22 Mechanical workshop.
- 23 Slag-stone production.
- 24 Power station with two Diesel-dynamo sets.
- 25 Lino shed.
- 26 Siding track.
- 27 Wharf projecting into Omega Lake as pier for final outfitting.
- 28 Roads in shipyard.
- 29 Slag dump.
- 30 Foundation for a large crane.

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